

**In the specification:**

Please replace paragraph [0003] with:

The locking pin can define a tapered surface that engages the aperture of the locking plate. The tapered surface can enhance removal of the pin with respect to the locking plate, to enhance and facilitate unlocking of the steering column. For example, the edge of the aperture can slide along the tapered surface of the pin during insertion and removal of the pin, preventing binding between the two parts. However, during unauthorized starting of the vehicle, the steering shaft can be subjected to extreme ~~tortional~~ torsional loading. During the severe torsion that can be generated during an attempted theft of the vehicle, the tapered surface of the locking pin can act as a cam follower surface and the surface of the aperture of the locking plate can act as a cam. In other words, the locking plate can drive the locking pin out of engagement with the aperture when a theft of the vehicle is attempted, making the theft easier.

Please replace paragraph [0004] with:

The present invention provides a steering column lock assembly including a steering shaft defining an aperture and a locking pin insertable in the aperture and having first and second tapered portions for limiting cam-cam follower cooperation between the locking pin and the aperture. The tapered surfaces define first and second truncated cone portions having different angles. The locking pin can include a first truncated cone portion narrowing from a first end at a first angle to a second end. A second truncated cone portion can extend from the second end and narrow at a second angle to a third end. The first and second angles are different with respect to one another. The second angle is less than the first angle. The first angle can define a tapered surface to enhance unlocking of the steering column. For example, the first truncated cone portion can make it easier to unlock the steering column by sliding against a locking plate in the steering column. The second angle can define a tapered surface that reduces the likelihood that extreme ~~tortional~~ torsional loading will drive the locking pin out of engagement with a locking aperture defined by the steering shaft. For example, the sliding movement described above is reduced by the second truncated cone portion to deter vehicle theft. The two cone portions cooperate to facilitate enhanced

removal of the locking pin during authorized vehicle start-up, while simultaneously restricting movement of the pin during unauthorized vehicle start-up.

Please replace paragraph [0018] with:

The second cone portion 50 can be angled to be less likely to cooperate in cam-cam follower relationship with the receiving portion 38 than the first truncated cone portion 42. For example, the second truncated cone portion 50 is flatter than the first truncated cone portion 42 to reduce the likelihood that torsion will urge the locking pin 40 out of engagement with the receiving portion 38. Extreme torsion can occur during an attempted theft of the vehicle. It has been determined that the present invention reduces by one-half the force urging the bolt 40 out of the receiving portion 38 during extreme torsion loading. Specifically, the urging force generated torsion loading.